THE SCALPER'S TIME TO CUT

He Is Stocked with Cheap Tickets and Proposes to Undersell the Roads.

Therefore the Latter May Not Restore Rates to the East-Crawford's Railway in the Hands of a Receiver Again.

The understanding last evening among the passenger men of the roads leading east from here was that the round-trip \$15 tickets, Indianapolis to New York, should come off sale after last night, but a feeling pervades passenger circles that the restoration of to-day will not be permanent, as it is well known that scalpers are well stocked with tickets, sold during the last month by lines west of here, to Pittsburg, Washington and Philadelphia at reduced rates, and then sold, on reaching Indianapolis and Cincinnati, to scalpers, who can now sell them at rates below those of the roads if rates are restored. The tickets held by the scalpers are not iron-clad, and were issued by the Vandalia, the Ohio & Mississippi, the Chicago & Alton and a number of other Western roads. In speaking of this, last night, a passenger man of prominence said that Mr. Shattuc, of the Ohio & Mississippi, put in the scalping-knife deep and then turned it around to cut in several directions. That the situation is interesting and the outlook for the scalper bright is admitted on all hands.

Net Earnings Disappointing. The financial papers are beginning to publish the net earnings of the trunk lines as well as of Western roads, and in most cases the figures of the latter are more favorable in proportion than those of the trunk lines, but with nearly all there has been a large and general augmentation of expenses, as disclosed by the returns of these lines, on Western lines the Lake Erie & Western and the Louisville, New Albany & Chicago roads being exceptions, sh showing as favorable reports of net earnings as in gross earnings, and at the same time doing a good deal in the way of improving the physical condition of the properties and increasing equipments. The Chesapeake & Onio is the only one of the Eastern trunk lines which makes a favorable exhibit in its net earnings. So far as gross earnings are concerned, the yearending June 30 there was no disappointments, but rather a gratifying surprise; but when traffic is heavy and earnings are large railroad managers are apt to be more liberal in their outlays. This, of course, Indirectly benefits the security holders, making their property so much the more valuable. In the aggregate seven of the valuable. In the aggregate seven of the important trunk lines gained nearly \$8,000,000 in gross earnings (\$7,987,391), but only
\$126,697 in the net, the augmentation
in expenses having been \$7,860,694. The
Baltimore & Ohio, with \$726,404 gain in
gross, loses \$120,010 in net, and the New
York Central, with \$1,273,365 gain in gross,
has lost \$491,787 in net. The Erie, on \$849,044 increase in gross, has a gain of but \$2,987 in net; the Michigan Central, with \$677,000 increase in gross, has only \$80,000 increase in net, and the Pennsylvania (entire
system), while adding \$3,303,391 to its gross, system), while adding \$3,303,391 to its gross, has added but \$308,884 to the net.

Chicago Roads Doing Well. A healthy improvement in east-bound freight traffic at Chicago is reflected in the statements for last week. The dead freight shipped eastward from Chicago by the roads engaged in that business amounted to 58,134 tons, against 51,087 for the preceding week, an increase of 7,047 tons, and against 54,532 tons for the corresponding week last year, an increase of 8,602 tons. The tonnage was divided among the several roads, as follows: Michigan Central, 101,108; Wabash, 3,920; Lake Shore, 7,806; Fort Wayne, 5,535; Panhandle, 6,472; Baltimore & Ohio, 3,129; Chicago & Grand Trunk, 3,902; Nicket-plate, 4,762; Chi-cago & Erie, 7,621; Big Four, 5,649. The shipments were made up of the following articles: Flour, 1,964 tons; grain and mill stuffs, 21,949; provisions, lard, etc., 1,863; dressed beef, 12,485; butter, 2,140; hides, 2,-149; lumber, 4,415; miscellaneous, 2,116. Lake shipments during the week amounted to 83,401 tons, against 73,475 for the week Through shipments of flour, grain and

provisions from Chicago to the sea-board by the roads in the Central Traffic Association aggregated 18,065 tons, against 17,119 for the preceding week, an increase of 946 tons and against 15,449 for the corresponding week last year, an increase of 1,670 tons. Of this traffic the Vanderbilt lines carried 43 per cent., the Pennsylvania lines, 30; the Chicago & Grand Trunk, 17; and the B. & O., 10 per cent.

Low Rate to Denver and Chicago.

A special meeting of the Western Passenger Association will be held to consider the proposition to extend the limits and dates of the sale of ticket for the Knights Templars conclave at Denver to correspond with those adopted by the Transmissouri Association. An effort will be made to have the question of reduced rates for the dedicatory exercises of the world's fair disposed of at this meeting. A few of the Western roads are strongly opposed to making a higher rate than one fare for the round trip, and will stubbornly resist the adoption of the Columbian passengers committee's recommendation of a fare and one-third. The Atchison is one of the compan-ies that has taken this stand, and it will present a minority report when the time comes to consider the committee's report. It will argue that the railroads centering in Chicago should do all in their power to encourage the largest possible number of people to attend the dedicatory ceremonies in order that they may see what has been provided for the exposition next year. These people, it is claimed, will return to their homes and do great good in advertising the world's fair and bringing a large number of visitors in 1893,

Again in a Receiver's Hands.

Yesterday the Chicago & Southeastern Railway Company, of which H. Crawford, sr., of Chicago, the great railroad lawyer, is president, upon petition of several business men at Lebanon, was placed in the hands of a receiver. Hon. E. L. Lane, of that city, securing the appointment. The judicial proceedings leading to this action were very short, the company not even being notified of them. There were seven affida-vits from grain-dealers along the line filed with the petition, and they set out the fact the road was too much involved to operate its line, that the wheat harvest was on and the company wholly unable to render any service, thereby doing great damage to business. The court accordingly issued authority to Mr. Lane to take immediate control under a bond of \$50,000, which was given. This action will start operations after a tie-up of several days, caused by striking employes.

Met with Unexpected Opposition. The meeting of Cincinnati, Hamilton & Dayton stockholders, called for yesterday at Cincinnati, to vote upon the subject of ratifying a lease of the Cincinnati, Jackson & Mackinaw railway by the Cincinnati, Hamilton & Dayton company and to act upon authorizing a guarantee of principal and interest of \$4,800,0:0 gold bonds of the Cincinnati, Jackson & Mackinaw road, was not held, because Mr. George Hafer, a stockholder of the Cincinnati, Hamilton & Dayton, obtained an injunction in the Court of Common Pleas on the ground that the leased line is parallel with the Cincinnati, Hamilton & Dayton and that it would greatly increase the liabilities of the stockholders of the Cincinnati, Hamil-Day ton. The meeting has been indefinitely postponed until the injunction can be removed. In railroad circles it is looked upon as being a good thing that some opposition has arisen to the saddling

of this weak road on to the C., H. & D. Personal, Local and General Notes, J. G. Neuffer has been appointed master mechanic of the Baltimore & Ohio South-

western, vice E. Evans, resigned. A Boston syndicate is said to have taken \$1,000,000 of the new stock of the Louis-

wille, New Albany & Chicago road, paying \$25 per share, the same price the first \$3, 200,000 was sold at.

The Chicago and Ohio River Traffic Association (freight department) will hold its regular monthly meeting in this city to-

some of the financial interests of the com-There were transferred over the Belt road

Stuyvesant Fish, president of the Illinois

Central road, is in Europe looking after

last week 15,780 cars. Belt-road engines handled at the yards 1,146 car-loads of live etock. The Lake Erie & Western earned in the

second week of July \$62,567,26; increase over the corresponding week of 1891, \$2,-

The Ives syndicate, in control of the Ohio Southern road, has elected J. Lee Humfre-ville vice-president and A. L. Snyder secretary, with headquarters in New York. W. J. Reilly, late purchasing agent of the Buffalo, Rochester & Pittsburg road, has

taken a position with General Manager Heald, of the Chicago & West Michigan. The railway companies have been notified by the Interstate-commerce Commission that the monthly statements required for the past two years are no longer required. Only annual statements will be

expected. The time-table of the Broad-street station of the Pennsylvania road shows that 250 trains arrive and 255 depart from that station daily (except Sunday.) This is the largest number handled at any station in this country.

The Big Four lines earned in the first week of July, \$308.022; increase over the corresponding week of 1891, \$21.735. The earnings of the Cincinnati, Wabash & Michigan division are now included in the Big Four statements.

Stockholders of the Chicago & West Michigan meet Aug. 16 to see if they will authorize the purchase of the Chicago & North Michigan road, a line just com-pleted, which would be a valuable acquisi-tion for the C. & W. M.

Pintsch gas-works are to be erected at Toledo, with a capacity to furnish four hundred cars. The Cincinnati, Hamilton & Dayton, the Wabash and the Lake Shore will take their supply from these works for the cars of their respective lines.

Freight men say that the reason the Chicago, Burlington & Quincy wants to with-draw from the Western Traffic Association is that it may perpetuate its old rate-cutting arrangement via Beardstown, Ill. where it connects with the Ohio & Missis-

The Wagner Sleeping-car Company has come to recognize that Indianapolis is deserving of better facilities than it has had in the past over the Vanderbilt lines, and arrangements have been made for the run-ning of another New York sleeping-car on the Southwestern limited between Indian-apolis and New York.

Inquirer: Chicago has twenty roads, and twelve roads additional use the tracks to reach Chicago, making thirty-two whose trains run into that city. The latest train schedule shows that 262 through mail and express trains arrive and depart there daily, and 660 accommodation and suburban trains. It would be difficult to give the number of freight trains which arrive and depart there daily.

The three-dollar round-trip rate Saturday night excursions to Chicago are not drawing the business anticipated by the passenger men. The Monon first had one, then the Pennsylvania, and next Saturday night the Big Four will run one under the agreement of the Chicago and Ohio River Traffic Association. These excursions were run to shut out the Lake Erie & Western in its usual summer excursions. but present indications are that the three roads will not carry as many passengers as did the Lake Erie & Western on its threedollar excursions in the past,

The Lake Shore last week placed a contract with the Brooks locomotive-works for twenty-five engines. Ten are the tenwheel type of passenger engine, ten the ten-wheel type of freight end ne and five switching engines, weighing ninety-two thousand pounds. The passenger engines are to haul the world's fair express trains. and will bear a steam pressure of 180 pounds: the freight engines 160 pounds. The passenger engines are to be delivered before Jan. 1, 1893, but the works will not agree to deliver the others until next year, commencing with July 1, so crowded are the works with orders.

The Evansville & Terre Haute Railroad Company owns 483 miles of road, of which 181 is directly owned and 252 through the ownership of the entire capital stock of the Evansville & Indianapolis and the Evansville & Richmond railroad companies. The net earnings of these lines in the year ending June 30, 1892, were, in round numbers, \$875,000; the fixed charges on these lines now are \$500,650 per annum. Under the new scheme the funded indebt-educes of the road will be \$8,900,000, about \$20,500 per mile. A limited number of these bonds are yet to be sold. The first mortgage is a 5-per-cent. gold bond, covers not only the road-bed, but the terminals and equipment of the lines; also, road hereafter to be constructed, including the Evansville & Richmond division.

LOCAL NEWS NOTES.

Hugo Dubler was arrested by officer Stevens, charged with having driven over

The Co-operative Building and Loan Association filed articles of association yesterday, with a capital stock of \$10,000. Company E, of the Loyal Temperance Legion, Brightwood, Mrs. Harden, leader, will give a literary entertainment in the new hall, Monday evening, Aug. 1. Doors open at 7:30.

Marriage licenses were issued yesterday as follows: Mark O. Ruggles and Annie Smith, Edward Plummer and Cora Mc-Conaha, Almerin W. Lamport and Hattie E. Bowman,

Walter L. Mains, proprietor of a circus, was in the city yesterday. He is negotiating with local persons, through the Commercial Club, for quarters for his show during the coming winter.

Thomas Manley was a tenant of the station-house again yesterday, this time for petit larceny. He is accused of stealing \$17 from Brockway, the shoe man, at the corner of Indiana avenue and Mississippi

The Colored Ladies' Republican League will meet to-morrow night at Wright's Hall, 78 West New York street. Mr. Mer-rill Moores and Elder Morton will be the speakers. All ladies are invited. There will be ice-cream.

The ladies of the Indianapolis Orphans' Asylum will give the first lawn fete of the season on their beautiful spacious grounds, corner of College and Home avenues, on Friday evening, July 22. The When Band will be in attendance and delicious refreshments will be served. The ladies desire to make this occasion as charming as others in the past have been, and a generous patronage from the friends of the orphans is solicited.

REAL-ESTATE TRANSFERS.

Twelve Transfers, with a Total Considertion of \$14,196.00.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., July 18, 1892, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

Hannah Silver to Robert D. Silver et al., part of lot 6, in square 46 \$10,000.00 Charles Martindale, trustee, to Charles
A. Sutton, lot 293, Martindale's
Jackson Park addition...
Albert E. Metzger et al. to Alice Miller, lot 53, Kenwood Park addition... 300.00 650.00

Albert E. Metzger to Charles F. Markey, lot 66, Kenwood Park addition Frederick L. King to Will G. Beach, 750.00 975.00 Esler, lot 8, in Goodlet & Stafford's Haughville addition. William H. Esler to James Goodlet 200.00 et al., lot 30, in Goodlet & Stafford's

Haughville addition

John Wacker et al. to Gottlieb Kilchemunn, lot 57, in Wacker's second

Haughville addition

Joseph H. Clark et al. to Anna E. An-200.00 400.00 derson, lot 170, in Clark's addition to Haughville. Cyrena Greenrod to Laura I. Gorsuch, 300.00 lot 144, in Clark's addition to Haughville..... 300.00

Henry E. Negley, assignee, to Emma M. A. Crane, lots 61 to 68, in Shoemaker's southeast addition..... Nicolaus Jose and wife to Netta Jose, lot 20, in Nicolaus Jose's Pleasant

Valley addition Conveyances, 12; consideration \$14,196.00

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TO RESIDENTS OF ILLINOIS.

Original – James Burke, Geo. N. Province, Patrick McBride, John G. Gillan, Wm. Tidmarsh, J. H. Woodmansee, G. W. Brunner, Geo. Back, Levi R. Newman, George Q. Allen, Patrick Mc-Manus, Theodore H. Swartwout, Martin Van Buren, Lorenzo E. Fish, Geo. D. Emery, Martin V. B. Wilson, Reese Arters, Herst C. Cann, Jos. A. Holman, Henry W. Gustin, Russel Masse, T.

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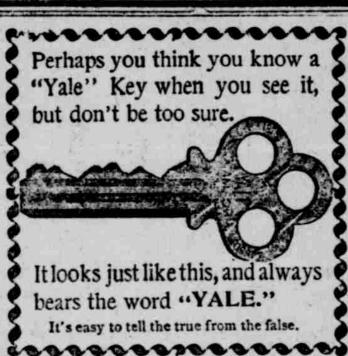
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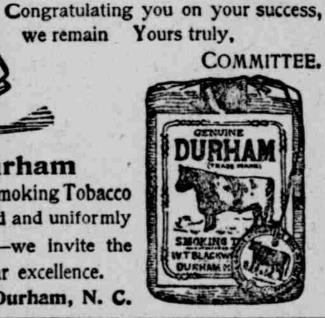
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VANDALINE SHORTEST ROUTE TO ST. LOUIS AND THE WEST. From Indianapolis Union Station. Trains leave for St. Louis, 8.10 a.m., 11.50 a.m. 12.30 p.m., 11:00 p.m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p.m. train. Greencastle and Terre Haute Acc., leaves 4:00

Arrive from St. Louis 3.30 a.m., 4.50 a.m., 2.50 p.m., 5.20 p.m., 7.45 p.m.

Terre Haute and Greeneastle Acco. arrives at

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